

FREQUENTLY ASKED QUESTIONS

HOW will the construction affect my daily travels?

Almost the entire project would be built on new location, which would allow construction to be completed without impacting travel on the existing roadway network. At locations where the project would connect to the existing roadway system, construction would be staged to ensure that the existing roadway capacity remains constant. In some cases - such as at locations where a bridge would be replaced - it would be necessary to construct a new bridge or temporary bridge adjacent to the existing one prior to removing the old structure. This would allow traffic to shift over to the replacement or temporary structure while the old one is being removed.

WHEN will a final decision be made on the route?

After receiving and addressing comments on the Final SEIS, FHWA will issue and circulate a Record of Decision (ROD), which is the final step in the NEPA process. The ROD will disclose the Selected Alternative and provide a concise public record of the decision. It is anticipated that the ROD would be issued in the fall of 2007.

HOW will the new interchange at SR 20 and I-75 affect nearby businesses?

There are six businesses that would be displaced as a result of the interchange construction at I-75. For the businesses that remain in this area, the access at the existing SR 20/I-75 interchange would



Contact us:

Hotline voice mail 678.333.0648
or visit www.dot.state.ga.us.

remain in place and an additional access point would be provided where the project crosses over I-75 and connects into SR 20 on the east side of I-75.

WHEN will the construction begin?

The next series of tasks include the completion of preliminary plans, right-of-way plans and final plans. The current project schedule estimates that the right-of-way plans would be approved in 2008. This would allow GDOT to start purchasing the property needed to construct the project, and is estimated to occur over a two year period. Based on this anticipated schedule, construction could begin in early 2010.



State of Georgia
Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593



FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Copies of the Final SEIS are available in hard copy format for public inspection at the following locations:

Georgia Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593

City of Rome, City Clerk's Office
Rome City Hall
601 Broad Street, Rome, GA 30162

Georgia Department of Transportation
District Six Office
500 Joe Frank Harris Parkway
Cartersville, GA 30120

Bartow County Library
429 W Main Street
Cartersville, GA 30120

Bartow County Commissioners Office
136 W Cherokee Ave, Suite 251
Cartersville, GA 30120

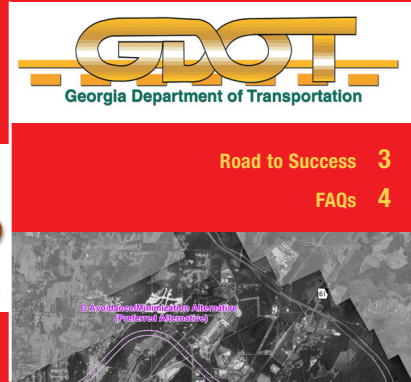
City of Cartersville, City Clerk's Office,
10 North Public Square
Cartersville, GA 30120

Georgia Highlands College
Cartersville Campus - Library
5441 Highway 20, NE
Cartersville, GA 30121

If you would prefer to obtain a personal copy, or an electronic version of the Final SEIS on a CD please contact:

Mr. Glen Bowman, P.E.
State Environmental/
Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593,
or phone at (404)699-4400 ■

INSIDE



What's in a number?

So, how do highways get their numbers anyway? In the early 1900's when automobile travel was in its infancy, roads were generally referred to as "trails" and were not numbered, but named for famous people or places. As the quantity of trails rapidly increased, so did the confusion of weary travelers. There was no rhyme or reason to the trail names, making it difficult to determine which trail to take to reach a destination. Signage on the trails was also difficult to follow, as trails were marked by painting on telephone poles, barns, rocks or any other surface facing the road.

The American Association of State Highway Officials (AASHO) recognized the problem the haphazardly named trails posed to automobile navigation. In 1925, AASHO formed a Joint Board on Interstate Highways with the purpose of developing a standardized numbering scheme for all interstate highways. The result of the Board's efforts was a simple plan for numbering major highways consisting of the following protocols that are still in use today:

- All major North to South and East to West interstate roads should be given one- or two-digit numbers;
- North to South interstate roads should be numbered odd starting in the East part of the country and going West;
- East to West interstate roads should be numbered even starting in the North part of the country and going South;
- Principal transcontinental North to South roads should be numbered in multiples of 10, starting in the North;
- Principal transcontinental East to West roads should be given numbers ending with 1;
- Three-digit numbers should be assigned to branches, with figures 1, 2, 3, etc. added as a prefix (thus, U.S. 411 is a branch of U.S. 11); and

- All U.S. highways should be marked with the standard U.S. shield containing the highway number.

This numbering system was adopted nation-wide for U.S. highways. Most states, including Georgia, recognized the effectiveness of the system and began implementing a similar system to number state highways.

When naming a new road, such as the U.S. 411 Connector, GDOT and FHWA officials must take standard numbering protocols for U.S. and state highways into consideration in an effort to remain consistent. FHWA and GDOT officials have not yet made a determination on what the highway number of the Preferred Alternative of the U.S. 411 Connector project will be.



Options for highway numbers are currently being considered. One option would be "U.S. 411" because the new road would originate from U.S. 411 in the West. The U.S. 411 number could be assigned to the portion of the road from existing U.S. 411 at the beginning of the project to the proposed diamond interchange tying to existing U.S. 411 in the middle of the project, and the remaining portion of the project between U.S. 411 and I-75 could be identified as S.R. 20. At this point the new road is parallel to S.R. 20 and would connect two portions of existing S.R. 20, where it may be appropriate to identify the existing section of S.R. 20 as "Business 20" to avoid confusion. A determination on the number of the new road will be made in the coming months during the design phase of the project. ■

Source: Federal Highway Administration

The Eagle as Phoenix:

Resurgence of a National Treasure

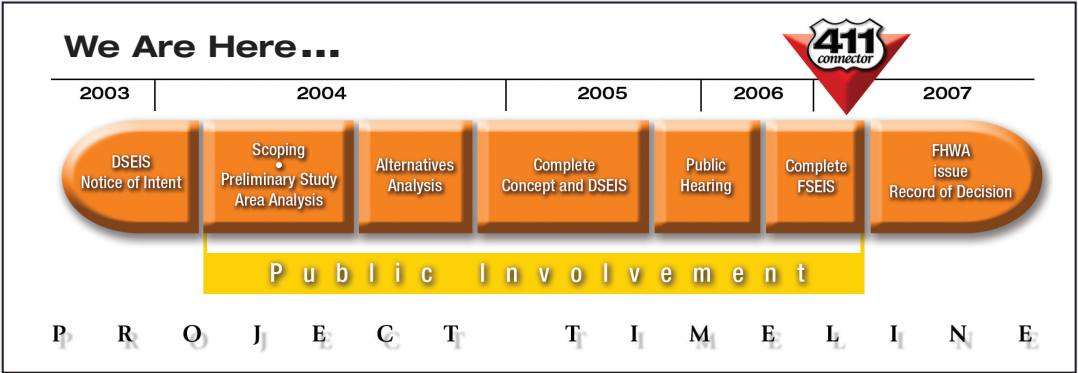
The Bald eagle (*Haliaeetus leucocephalus*) is truly an all-American bird. While our national symbol was in danger of extinction 30 years ago, the Bald eagle has made a tremendous comeback. This recovery is due in part to its Federal listing as a threatened species and State listing as an endangered species. In recent years, its populations have greatly improved in numbers, productivity, and security.

From the northern reaches of Alaska and Canada down to northern Mexico, the Bald eagle resides over most of the continent. Known nesting activity in Georgia is concentrated mainly along the coast and near major rivers, wetlands, and reservoirs in the southern and central portion of the state. In Bartow County, a Bald eagle occurrence has been recorded within three miles of the proposed project site. This information caused field personnel to carefully evaluate habitats near the study corridor that may support the occurrence of Bald eagles.

Field surveys for protected species were conducted based on the identification of pre-

ferred/suitable habitat for all species known to occur in Bartow County. When suitable habitat was identified within the study corridor, the proposed right of way (ROW) was thoroughly surveyed for the species of potential occurrence. Field studies were conducted in March, April and May of 2004. It was concluded that the proposed project would not impact any Bald eagle nests and is not likely to negatively affect the species or its habitat.

Under the terms of Section 7 of the Endangered Species Act, federal agencies shall "ensure that any action authorized, funded or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary to be critical...". Although the Bald eagle has been removed from the threatened and endangered species list as of August 8, 2007, it is still protected under the Migratory Bird Treaty Act and the Eagle Protection Act. Therefore, special provisions for the protection of the Bald eagle will be followed during construction of the proposed project. ■



Shake Off The Dust

The Clean Air Act requires that Federal transportation projects are consistent with state air quality goals. The process to ensure this consistency is called Transportation Conformity. Conformity means that transportation activities will not cause new violations of the national ambient air quality standards (NAAQS), worsen existing violations of the standards, or delay timely attainment of the relevant standard.

When you mention nonattainment and air quality for Atlanta, the first thing that comes to mind is Ozone. However, on January 5, 2005, The US EPA designated the Atlanta Metropolitan area as a nonattainment area for fine particulate matter. Particulate matter (PM) is a term for particles and liquid droplets suspended in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be visible by the naked eye. Others are so small, that they can only be detected with an electron microscope. Particulate matter pollution has been measured since 1990 under a coarse particulate matter standard, PM-10 (particles with diameter equal to or less than 10 micrometers). In 1997, when the

NAAQS were reviewed for possible changes, a fine particulate standard, PM-2.5 (particles with diameter equal to or less than 2.5 micrometers), was established to reflect the latest research which revealed that smaller particles can more easily penetrate into the lungs and the bloodstream than coarse particles, causing increased health risks.

The US 411 Connector project was potentially determined to be a project of air quality concern because of the increase in diesel truck traffic that would occur on I-75 at and south of the reconstructed US 411/SR 20 interchange. A qualitative hot-spot analysis was completed in order to assess whether or not the project would cause or contribute to any new localized PM-2.5 violations. This analysis has been coordinated through an interagency consultation process.

In summary, it has been determined that the proposed US 411 Connector project would meet all the project-level conformity requirements, and that the proposed project would not cause or contribute to a new violation of the PM-2.5 NAAQS, or increase the frequency or severity of a violation. ■

Continuing on the

Road to Success



Roadway Design Phase

Throughout the environmental planning phase of the US 411 Connector project, the public has evaluated and provided feedback on different aspects of the conceptual project design. This design provided a footprint for a wide range of environmental impact studies. Ultimately, it was a big first step in turning the US 411 Connector project into a reality.

Now, the project is moving into the detailed design phase. Contracts have been signed to begin the preliminary engineering. As a result, surveyors will be in the project area for the next few months gathering field data. Project engineers will be using the field data and geometric design to complete precise roadway alignments. The "geometric design" program area investigates, incorporates and promotes tools to improve safety, performance and cost-effective-

ness into the conventional transportation planning and design process.

Once specific project boundaries have been established, right-of-way (ROW) plans can be finalized. This process is scheduled for completion by the end of 2007 or early 2008. Completed ROW plans will allow acquisition of affected properties to begin in 2008.

Upcoming Public Involvement

The project hot line voice mail (678-333-0648) will remain active so that you may ask questions or make comments until the environmental planning process is complete. You are also encouraged to visit the project website on the GDOT homepage at www.dot.state.ga.us, which has been updated since the last newsletter. (Published Feb 2006)

Although the public involvement portion of the environmental planning process is nearly complete, the design phase will also include a commitment to public involvement. The project website will be maintained with current information. The Citizens Advisory Committee (CAC) will also remain involved. Consisting of the original 27 members, the CAC will meet at the start of ROW acquisition, which should begin in 2008. The goal of the meeting will be to assess the locations and appearance of noise walls, landscaping opportunities along the corridor, and earthwork opportunities (where or how to use fill dirt). ■